Result Is to Open a Route From the City of Mexico to This City-Deal Completed in Less Than 24 Hours-New Voting Trustees for the Scaboard.

Through the banking house of Ladenburg. Thalmann & Co., St. Louis and San Francisco railroad interests represented by B. F. Yoakum, H. Clay Pierce and Oakleigh Thorne of the North American Trust Company, of which Mr. Yoakum is director. ecured practical control of the Seaboard Air Line Railway yesterday. The acquisition of stock was made through private channels, it being understood that a number of the large Southern holders of Seaboard securities transferred them to the new interests.

Mr. Yoakum, Mr. Pierce, Mr. Thorne and B. F. Guinness of Ladenburg, Thalmann & Co. were elected voting trustees of the Seaboard Air Line yesterday to replace J. William Middendorf, Robert C. Davidson and S. Davies Warfield. John Skelton Williams, James H. Dooley, C. Sydney Shepard and William A. Marburg are the other voting trustees, the number having been increased from 7 to 8. Messrs. Yoakum, Pierce, Thorne, and S. B. Van Vorst, counsel to Ladenburg, Thalmann &

The following is the official announce ment of the transaction, which was issued after the close of the market:

Ladenburg, Thalmann & Co announce that they have completed negotiations whereby new and important interests have become identified with the Seaboard Air ine Railway Company.

The change of the personnel of the voting stees of the stock of the Seaboard Air Railway does not mean the purchase that property by the Rock Island or risco interests, although the 'Frisco's lines extend into Birmingham and they are a part of the Southern situation It does, wever, further emphasize the fact that the great railway systems are carrying policy of more closely cementing the railway transportation interests of the country, which will greatly retard, and it is hoped entirely prevent, demoralization of he rate situation or unnecessary construc-

on and duplication of property Attention is also called to the fact that, with the discontinuance of any further contion by the Seaboard Air Line, the values the properties in that section are greatly Another gratifying fact at this ime, and which is further evidence of the his transaction does not call for any financng or supplying of new money. The statement is made on high official athority that the management of the Sea-

poard Air Line will remain as at present, It is understood that the acquisition of he Seaboard securities was made directly by the St. Louis and San Francisco inerests and that they hold practical, if not omplete, control of the voting stock. This ransaction will eventually bring a new factor into the Southern Railroad field and in a number of ways will lead to the

aggrandizement of the Rock Island The Frisco and the Seaboard Air Line onnect at Birmingham, Ala., and a Frisco interest pointed out on a railroad atlas yesterday the good start toward a transcontinental system afforded by the amalgamation. The Seaboard runs into New York through an operating agreement was one-sixth of the stock of the Richmondand Washington Company, which controls

Railway. pened from this city to Birmingham over the Sealoard and from Birmingham to I Paso over the Frisco and Rock Island. t was intimated yesterday that it was more than likely that while no money is called for at present by the deal, the \$150,-000,000 of bonds to be authorized by the Frisco may help in the financing of this

Additional importance is given to the deal on account of the presence of Henry Clay Pierce among the voting trustees. Mr. Pierce is the controlling factor of the Mexican Central Railway, and Ladenburg, Thalmann & Co. have recently acted as bankers for that road. These facts led to a belief that the Mexican Central was also to profit by the Seaboard transaction. One representative of the Mexican Central

There is absolutely nothing that can be announced at this time regarding the Mexican Central's relations with the Seaboard Air Line. It is evident from the maps of the Mexican Central, Rock Island, Frisco and Seaboard that by these roads a through route is opened from the City of Mexico to the city of New York by way of El Paso and Birmingham."

This man was asked if it was true that the presence of Mr. Pierce and Mr. Yoakum in the list of Seaboard's voting trustees meant that the Rock Island had been securing an interest in the Mexican Central and that for this purpose it would use a part of it \$250,000,000 bond issue. He said:

"I can say nothing in regard to the rela-tions of the Rock Island and Mexican Central. At present it needs only to be said that there are in complete harmony and in friendly working relations four great rail-poads, the Rock Island, the St. Louis and San Francisco, the Mexican Central and now the Seaboard Air Line. Whether there will be any complete consolidation of these systems is a matter for the future."

The Seaboard Air Line Railway Company

was formed under the laws of Virginia in 1900 to succeed the old Richmond, Petersburg and Carolina Railroad and to combine under one control the Seaboard Air Line system, the Georgia and Alabama Railway company and the Florida Central and Peninsular Railroad Company. It operates 2,611 miles of road, extending from Richmond, Va. to Tampa, Fla., with extensions west to Montgomery and Birmingham and east to Charleston, Wilmington and Norfolk. It also owns the Day Line Steamship Company, operating from Baltimore to Norfolk. The capital stock is \$19,400,000 preferred and \$29,000,000 common. All the preferred stock and all excepting fifty shares of the common stock are deposited in a voting trust until April 1, 1910.

President B. F. Yoakum of the Frisco was particularly active in bringing about the deal. It was said yesterday that the deal was begun at the Waldorf on Tuesday night after dinner and it was finished at 2 o'clock yesteriax of terms. ompany and the Florida Central and Pen

was begun at the Waldorf on Tuesday night after dinner and it was finished at 2 o'clock yesterday afternoon. This is the fourth time that Mr. Yoakum has wound up a railroad deal within twenty-four hours. The purchase of the Evansville and Terre Haute from Hooley & Co. of the Birmingham Belt Railway a year ago and of the Kansas, Fort Scott and Memphis Railroad the year before that were the other cases. On the curb yesterday, Seaboard Air Line common advanced 2% and the preferred 45 points.

FINANCIAL NOTES.

opoints.

B. H. Howell, Son & Co. and Arbuckle Bros. reduced their list prices yesterday for refined sugar 10 points and were followed by the American Sugar Refining Company. This brings Howell's and Arbuckle's net Brices to 4.75, against 4.80 quoted by the American Sugar Company.

The stockholders of the St. Louis Pressure. American Sugar Company.

The stockholders of the St. Louis, Brownslile and Mexico Railroad, which will run
from San Antonio to Brownsville, will meet
on Sept. 22 to increase the capital stock to
48,850,000 and to arrange for a line from
Stinton, Tex., to Houston. President B. F.
loakum of the Frisco and other St. Louis
men are interested in the project, which has
for its object the development of southsatern Texas. The San Antonio and Aransas
Pass Railroad is preparing to parallel tils
line to Brownsville. GOSSIP OF WALL STREET.

A sceptical contingent in the board room contested the advance, but apparently with no other result than to maintain the short interest. There was still a very good demand for stocks in the loan department after the close Canadian Pacific continued to lend at a "flat" rate, and New York Central and St. Paul loaned at interest concessions. At-chison, Union Pacific, Missouri Pacific, Reading, Illinois Central and Sugar were also in active request The room short interest, at least, seemed to be undiminished.

The professional trader's opinion of the market last night was that the advance had been pretty rapid, but at the same time it could not be denied that long stocks were well taken on the higher levels. Some of the selling yesterday was put down as good selling, representing, brokers thought, the distribution of stocks bought lower down to support the market, but they were taken on rising quotations. The timid bull, who waits for a reaction on which to buy stocks, s very likely to grow impatient if the reaction is delayed and buy "at the market, fearing that he will miss his opportunity The failure of prices to react in the late afternoon influenced speculative buying of that character. The strength with which the market closed aroused a good deal of enthusiasm in the board room, where the sound of the chairman's gong at 3 in the afternoon was the signal for an outburst of cheering.

A very capable critic says the position of he market reminds him of that which existed immediately after the panic in 1873 and the reopening of the Stock Exchange. "Blocks of stock are now, as then, working from weak hands into strong ones, and each day adds to the solution of a vexed proposition." Large blocks of stocks have been taken over pri vately in one way or another. It was reported yesterday that an insurance company had taken at private sale 10,000 shares of Delaware and Hudson, and the price of that stock, it will be noticed, advanced more than eight points. A prominent Stock Exchange member is authority for the statement that "one of the richest men in New York has borrowed \$7,900,000 to take over certain things." This goes to confirm the assertion that individuals have been borrowing heavily at the banks and putting the money into securities. A broker whose house is one of the most conservative in the Street strongly advises clients to buy such stocks as Northwestern, St. Paul and Baltimore and Ohio and put them into six-month loans. He adds that nobody can hope to guess fluctuations, but if the buyer of good stocks which pay anywhere from 5 to 6 per cent, will horrow his money six months ahead he is entering upon an operation that is safe and will be

For the first time in many weeks the market had its greatest activity yesterday on the rallies. At mid-session there was an interval of dulness, which, after so smart an advance in the forenoon, was believed by traders to foreshadow a reaction. The late activity, however, instead of being at the expense of of the recovery from Monday's low level.

All of the transfer to the highest point district have been rushed for weeks to make out certificates in the names of small inof the recovery from Monday's low level.

A vastly more cheerful sentiment prevailed around Wall Street after the close. En-thusiasm in some quarters was checked by the experience that on an advance following a period of demoralization it is customary to do a lot of what is known as "house cleaning," but even in those quarters it was felt that for a while, at least, the market had turned.

States Steel, taking, perhaps, as much as 10,000 shares, and was also a conspicuous buyer of other stocks on the advance. Oliver, who had been offering stocks down since the first of the week, was a heavy buyer of Atchison, giving the impression that either his crowd had reversed its position or was covering short stocks on advancing prices. A scarcity of stocks was remarked whenever the short interest appeared. Content was a seller of various stocks. He was a buyer in Tuesday's trading. Henning sold Steel and St. Paul on the forenoon bulge. Housman was supposed to be distributing selling orders in Steel, while he himself bought and bid the stock up. In supporting it he must necesbuyer of other stocks on the advance. Oliver, with the Pennsylvania Railroad, and it scarcity of stocks was remarked whenever the line from Richmond, Va., to Wash- St. Paul on the forenoon bulge. Housman ngton, and is owned in common by the was supposed to be distributing selling orders Atlantic Coast Line, the Baltimore and in Steel, while he himself bought and bid thio, the Chesapeake and Ohio, the Penn- the stock up. In supporting it he must necessylvania Railroad and the Southern sarily have accumulated a considerable amount. His purchases this week have probably aggregated 25,000 shares.

> The report from Chicago that New York interests had sought to negotiate large loans there at 8 per cent., offering collateral the gilt-edged character of which surprised the bankers to whom it was tendered, was ridiculed in Wall Street yesterday. It was declared that any amount of six-months' money could be borrowed here on such collateral at 514 per cent. There was a very persistent rumor in stock market circles vesterday, however, to the effect that one of the most powerful parties in the Street was borrowing money on a large scale. The party in question is so strong that nobody sup-posed it could be borrowing money for any other purpose than taking stock off the hands of others. It might offer collateral of the character described in the Chicago report, but the report, for all that, was received here with extreme scepticism.

Pearl & Co. were buyers of Consolidated

Wasserman was a large buyer of Reading. he who bid the price up across 50. B. Havens was also a large buyer. For some reason the trading element has been sceptical of the ability of the bull crowd to hold its position and there has existed a considerable short interest in the stock Buying for short account helped yesterday's advance. Wasserman is supposed to represent the bull party. Erie also was conspicuously strong. Some large orders in both Reading and Erie were so distributed as to make the buying look very impressive.

Brokers reported yesterday only a very moderate increase in miscellaneous specu-lative buying, although the odd-lot investment buying was still much in evidence. Commission houses representing important financial and speculative interests had no cause to complain. The wire houses bought stock on balance again, but not in so large a volume as on Tuesday, the West particularly being somewhat reluctant to follow so rapid an advance.

The Wall Street contingent in corn is still bullish, influenced by Chicago advices which are not as sanguine as they might be. The Western grain sharps say it will take perfect weather from now until Oct. 1 to make a two-billion bushel crop.

in an office where a number of real estate dealers trade the idea prevails that there is likely to be a shifting of investments from real estate paying 3% and 4 per cent, to good securities yielding anywhere from 41/4 to 6 per cent. on the money invested. The contrast between the interest returns on standard stocks at current prices and the returns on realty investments is very striking. It is a tradition of boom periods that real estate is the last to rise and the last to

Brokers say that a great many stocks have been taken up by persons who margined them down from the high prices until it became a matter of economy to pay for them outright and put them away instead of continuing to advance margin money and pay carrying charges. Many of these stocks were bought originally as speculative investments, and in perhaps a majority of instances money had to be borrowed to take them up. "People feel a good deal safer," a broker said, in commenting upon this subject, "when they have their securities locked up in vaults, even though they have to borrow the money to get them. This form of borrowing, I think has been very heavy. It shows, however, that there is still credit and confidence. I may add that the people who are buying odd lots for investment use their own money. A man does not borrow to buy to or 20 shares of stock. The public seems to have plenty of

MUCH ODD-LOT STOCK BUYING.

BEGAN WHEN THE BIG DECLINES WERE TRUMPETED

And Has Continued-Transfer Offices Busy Getting Out New Certificates for Five, Ten and Twenty Shares-Even Cape Cod Fishermen Are Speculating

There is perhaps not a representative commission house in Wall Street that has not had occasion in the past few weeks to comment upon the demand on the part of small investors for dividend paying securities in odd lots. In the vernacular of the stock market an odd lot is anything under 100 shares. Buying of this character has only very recently attained proportions so large as to make it conspicuous. For months previously it had been lacking altogether, and brokers had begun to believe that the public-the small investing public-was without means to invest.

The movement developed somewhat unexpectedly, and the Wall Street community has been puzzled not so much to account for the fact that the people were buying securities at the low prices now prevailing as by the far more singular circumstance that the buying began all at once and in a very considerable volume. It set in shortly after the demoralization of the stock market began to be heralded in the newspapers, calling public attention to the fact that quoted security values had declined enormously. Stock market affairs, it will be remembered, began to figure in the general news columns of the newspapers only a few weeks ago. That, at least, is one explanation of the odd-lot buying.

It is generally supposed that certain rich Pittsburg interests have had to liquidate stocks heavily, among other things United States Steel. Even while this liquidation was in progress Wall Street houses having Pittsburg correspondents, as for example, Edward Sweet & Co., and Dick Bros. & Co., began to receive orders from that city for Steel and other stocks, principally Steel, in lots of 10 and 20 and 50 and 80 shares, with instructions to have the certificates transferred into the names of the purchasers and

Pittsburg for a while was the most conspicuous buyer of odd lots, and owing to the predominance of Steel in its purchases brokers at first were disposed to regard the development as more or less local, but the odd-lot buying kept spreading and growing until the movement became general, and reports of it may now be had in almost any representative brokerage house. A Boston broker said seriously one day this week that the Cape Cod fishermen were coming in with their savings to buy stocks. And brokers say, too, that people do not borrow money to buy odd lots: they buy them principally with sav-

All of the transfer offices in the financial has shown recently an unusually large aggregate of odd-lot transactions, a large proportion of such buying is done in round lots by the brokers, the certificates being split up afterward. For example, a broker business of the control of th having ten odd-lot orders in the same stock for ten shares each would buy a 100-share lot and send it to the transfer office to be Housman was the principal buyer of United tates Steel, taking, perhaps, as much as possible on round lots out of odd lots. It saves work and besides better execution is possible on round lots. The buyer of other stocks on the advance. Oliver,

> COMMODORE BOURNE TO BUILD. His Summer Home on the St. Lawrence to Cost \$150,000.

OGDENSBURG, N. Y., Aug. 12.-Commodore Bourne of the New York Yacht Club is having plans drawn for the erection of a summer home on Dark Island, Chippewa Bay, St. Lawrence River, near this city. It is expected that work will be begun on the house this fall and completed by another It is estimated that the house and im-

provements on the property will cost

New Company to Build Alaska Railroad. TRENTON, N. J., Aug. 12.-The Pacific Alaska Transportation and Coal Company, incorporated here with an authorized capital stock of \$3,000,000, filed an amended capital stock of \$3,000,000, field an amended certificate to-day, extending the specific powers enumerated in the charter. One of the objects, according to the new certificate, is the construction of a railroad in Alaska from the head of Portage Bay, following the vallevs of Herendeen and Portage creeks to Main Harbor. The incorporators are Louis S. Passner, David M. Barnes and Louis B. Dailey.

Mary Lytle Dies in Chicago. CHICAGO, Aug. 12.—Mary Lytle, the Nash-ville woman who shot herself at the Audi-torium to avoid disgrace following a trip in the levee district, in which her brother shot a negro porter, died last night at 11:30

EXCURSIONS. SEEING Encircles the Island of ManDiattan, showing the Statue of
Liberty, Battery, Casile GarMEW
Gen, Heil Gate, Blackwell's
Island, Pallandes of the Hudson
Birdge, Ocean liners, the Navy
Yard and thousands of other
Objects of interest pointed out
by expert lecturer on board. STEAM DAILY AND SUNDAY. YACHT ROUND Fare \$ 1.00 *Starts from foot of West 22d Street, North River (Albany Jay Line Pler), Office 5th Ave. & 23d St. side Flatiron Building, Telephone, 4076 18th Street,

TO CET TO THE INTERNATIONAL YACHT RAGES Off Sandy Hook, commencing August 20th,

TAKE THE MAINE STEAMSHIP CO.'S Ocean-going Steamship "MANHATTAN," Sailing from Pier (New) 32, East River, at 9 A. M., on race days. TICKETS LIMITED. FARE, \$5,00. MUSIC. Full information at ticket office, 290 Broadway, and Pier (New) 32, East River, New York. Tele-phone, 1200 Orchard.

ROCKAWAY LINE Stmrs. GENL. SLOCUM Leave West 129th St., 9 A. M.; West 22d St., 10 A. M.; Battery Landing, 10:40 A. M.; Rockaway, 5 P. M.

Floating Roof Garden every evening except Friday Str. GRAND REPUBLIC WILL LEAVE DAILY FOR THE YACHT RACES West 22d St., 8:45 A. M.; Battery Landing, 9:15 A. M. FARE \$2.60

INTERNATIONAL VACHT RACES. SHINNECOCK

of the Montauk Steamboat Co. will leave company pler, foot Wall St., New York, every race day at 9:15 A. M. The Sittnecock is a magnificent new, steel, ocean-going steamer: speed, 18½ knots.
Licensed to carry 1,800; limited to 900.
Meals table d'hote and a la carte. Military Band.
Tickets, 83. Staterooms, 82 up. for sale at company plei; Cook's, 261-1185 B'way; Mutuai Co., 127 Produce Exchange; Astor House. Tel. 762 Broad.

IRON STEAMBOAT CO. WASHING CONEY ISLAND

Leave FOOT 22D St., North River, 9:00, 10:00
11:00 a. m., 12:00 m., 1:00, 1:45, 2:30, 3:15, 4:00, 5:00.
6:00, 7:00, 8:00, 9:00 p. m.

Leave Pler (New) No. 1,
North River,
Leave New IRON PIER, CONEY ISLAND, 10:40,
11:40 a. m., 12:40, 1:40, 2:40, 3:25, 4:10, 4:55, 5:40, 6:40,
7:40, 8:40, 9:40, 10:40 p. m.

ROUND TRIP TICKETS, 25 CENTS.
ACKER, MERRALL AND CONDIT'S LIQUORS
and CIGARS served under company management.

YACHT RACES. Reliance-Shamrock III. The Boars of the Iron Steamboat Company have sea-going Beenses, and will accompany the yachts all through the contests.

FARE EACH RACE, \$2.00. EACH STEAMBOAT WILL BE LIMITED Tickets for either event can and should be secured at once. They can be had at the company's office, Room 139, 32 Broadway, N. Y.

"The New York World's Fair. Attractions from all parts o



Deutschland. The Dairy.

Boating, Bathing, Bowling, Billiards, Fishing.

TIME TABLES-SUBJECT TO CHANGE—LEAVE:
Cortlandt Street Pler, 9:00, 10:00, 11:00 A. M.,
12:00 M., 1:30, 2:30, 3:45, 5:15 P. M.
Bridge Dock, Fulton Ferry, Brooklyn, 9:30, 10:20,
11:20 A. M., 12:20, 2:00, 2:50, 4:00 P. M.
East S2d Street, 9:39, 10:00, 10:45, 11:45 A. M.,
12:45, 2:15, 2:45, 3:15, 4:30, 5:45 P. M.
Leave Glen Island, 11:00 A. M. for Cortlandt Street only, 11:15 A. M. for \$2d Street and Brooklyn; 12:00 M. and 1:00 P. M. for Cortlandt Street only, 13:00, 5:00, 7:00 and 8:00 P. M. for all landings. Extra boats on Sundays and holidays.

EXCURSION, 40 CENTS,
including admission to all attractions.

including admission to all attractions. COOK'S VACATION

BERMUDA.

ATOG 4, &c.

N-day trip. \$58.50... Aug. 19
10-day trip. \$75.90... Aug. 25
11-day trip. \$87.59... Aug. 25
11-day trip. \$87.59... Aug. 21
And many other pleasant Summer Tours.
Independent Travel Tickets to all
Summer Resorts at Lowest Fares. Programmes and particulars f

HUDSON RIVER WEST POINT EXCURSION

STEAMER ST. JOHNS SANDY HOOK FLEET.

Sunday, August 16, '03 CUNARD LINE TO LIVERPOOL 50c Round Trip, 50c Leaves Pier 8, Foot Rector St., N. R., 9:30: leaves Foot West 129th St., 11 A. M.

INTERNATIONAL YACHT RACES. PLYMOUTH STEEL STEAMER PLYMOUTH S5.00 of the FALL RIVER and PROVIDENCE LINES, will leave Pier 18, N. R., foot Murray St., 9 A. M.,

And the Steel RICHARD PECK RATE Twin Screw Flyer RICHARD PECK 84.00 for the Nacht Races commencing Aug. 20th.

Music, Catering by the Company. Tickets either steamer at Fall River Line Office, Pier 16, N. R. also at other principal City Offices, including N. Y. Transfer Co., and the Twon Hotel Agencies.

POINT, NEWBURGH & POUGHKEEPSIE.

UP THE PICTURE QUE HUDSON.
Grand Daily Outlings (except Sunday)
By Palace Iron Day Line Steamers
"NEW YORK," and "ALBANY."
From Brooklyn, Fulton St. (by Annex) 8:00
"New York, Desbrosses St. Pler 8:40
"West 22d St. Pler 9:00
"West 128th St. Pler 9:00
"West 128th St. Pler 9:00
Returning, due in New York 5:30 P. M.
MORNING AND AFTURNOON CONCERT

PATTEN LINE

-LONG BRANCH AND BACK-50C ASBURY PARK AND BACK-80C Highland Beach -Pleasure Pay, AND ALL NORTH JERSEY COAST RESORTS. LV. W. 13TH ST. 8:55, 11 A. M., 2:46 P. M. LV. BATTERY, 9:20, 11:36 A. M., 3:10 P. M. LV. LONG BRANCH, 7:10 A. M., 3:29, 4:95 P. M.

"THE WAY TO THE SEA." Leave 34th st., E. R., N. Y., week days, 5:30, 6:40, 7:40, 9:20, 11:30 A. M.; 12:10, 1:10, 1:40, 2:10, 2:40, 3:10, 8:40, 4:40, 5:10, 6:00, 6:40, 7:10, 7:40, 8:10, 8:40, 9:30, 10:50 P. M. M. East N. V. 25 minutes after 34th st. time

LONG ISLAND RAILROAD.

Leave East N. V. 25 minutes after 34th st. time.

ROCKAWAY BEACH.

Leave 34th st., E. R., N. V., week days, 5:40, 6:40,
8:30, 9:20, 10:30, 10:50 A. M.: 12:50, 1:50, 2:50, 4:20
5:20, 6:30, 7:20, 8:00, 9:20, 10:30 P. M. Additional trains Saturda), 1:70, 2:50, 3:20, 0:50 P. M. INTERNATIONAL YACHT RACES.

Will despatch their large 5,000 ton twin-screw steamship "CITY OF SAVANNAH" to the above races. The largest and fastest ship to follow the yachts. Music. Superior Culsine.

TICKETS \$5.00.

ACCOMMODATIONS LIMITED.

Advance reservations (tickets and staterooms) may be made at \$17 firoadway, N. Y.

C. B. WALWORTE, Gen. Pass'r Agt.

OCEAN STEAMERS.

BY SEA TO MONTREAL Exceptional opportunity for a delignitud Short Ocean Trip. DON'T MISS IT. The Dominion Line Twin-serew Steam-ahlp "CANADA" (19,000 tons) will sail from Boston on Saturday, Sept. 12, for Mon-treal (about 4 days' trip, enabling passen-gers to enjoy the magnificent scenery of the Lower St. Lawrence and Guif, to visit quaint old Quebec and Montreal. FARE FROM \$47.00

reluding Ticket to Boston by Sound Line or Rail, meals and stateroom berth on S. S. Canada," and railroad ticket from Mon-THOS. COOK & SON,

DOMINION LINE FAST TWIN Boston Queenstown Liverpool.
Commonwealth Aug. 27 | Commonwealth, Sept. 24
New England Sept. 3 | New England Oct. 1
Mayflower (new). Sept. 10 | Mayflower Oct. 2
Montreal Liverpool Short sea passage.
Canada Aug. 22 | Dominion Sept. 5
Kensington Aug. 29 | Southwark Sept. 12 BOSTON Mediterranean SERVICE VANCOUVER. Sat. Aug. 29. Oct. 10, Nov. 21 CAMBROMAN. Sat. Sept. 19. Oct. 31, Dec. 12 1st class, \$70 upward: 2d class, \$50. For plans, rates, &c., address DOMINION LINE, BOSTON, or E. H. Low. 1123 Broadway, N. Y.

HOLLAND-AMERICA LINE New Twin Screw Steamers of 12,500 Tons.
YORK-ROTTERDAM via BOULOGNE,
Sailing Wednesday, 10 A. M. Ryndam Aug. 19 Potsdam Sept. 9 Noordam Aug. 20 Statendam Sept. 16 Rotterdam Sept. 2 Ryndam Sept. 28 Holland-America Line, 39 Broadway, N. Y.

WHITE STAR LINE NEW YORK—QUEENSTOWN LIVE FOOL. Cedric ... Aug. 14, 9 A.M. Cedric ... Yus. 4 P.M. Majestic ... Aug. 19, noon | Victorian Aug. 25, 7 A.M. Pier 48 North River, Office, 9 Linguing, New York,

ATLANTIC TRANSPORT LINE. NEW YORK LONDON DIRECT. Mesaba. Aug. 15, 9 A. M. | Min'polis, Aug. 29, 10 A. M. | Minnetonka. Aug. 22,5AM | Minnehaha, Sept. 5,4P. M.

OLD POINT COMFORT

is a most attractive sea trip.

EXPRESS STEAMSHIPS

OLD DOMINION LINE

leave New York every weekday at 3 p. m., arriving at Old Point following morning. Steamer for Washington leaves same evening.

Through tickets returning from Washington by rail or water.

Tickets and Stateroom Reservations at Pier 26 North River. Telephone 1580--Franklin.

OLD DOMINION LINE For Old Foint Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Bleimond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pler 26, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

JAPAN-CHINA Hawaii and Philippine Islands.

PACIFIC MAIL S. S. CO.

OCCIDENTAL AND ORIENTAL S. S. CO.

TOYO KISEN KAISHA.

Between San Francisco Honolulu, Yokohana, Kobe, Nagasaki, Shanghai and Hong Kong.

Steamers leave San Francisco at 1 A. M.

Copue. Aug. 1s [Korea. Sept. 3]

America Maru. Aug. 26 [Gaelle. Sept. 11]

For freight, passenger and general information apply at 340 Broadway, or i Broadway, Washington Edg., and 287 Broadway, N. Y. City.

Hamburg-American. For PLYMOUTH-CHERBOURG-HAMBURG.

P.Sigismund, Aug. 15,9AM | Patricia, Aug. 29, 19:30AM, Bluecher, Aug. 20, 19-A.M. | Moltke, Sent. 8, 46 A.M. | Pennsylvia, Aug. 22, 4P.M. | Palatla | Sept. 5, 4 P.M. A. Victoria, Aug. 27, 10A.M. | F. Bism'k Sept. 10, 10 A.M. | HAMBURG-AMERICAN LINE.

AMERICAN LINE NEW YORK-SOUTHAMPTON-LONDON. St.Louis Aug. 19, 10 A.M. 1 Philia... Sept. 2, 10 A.M. NewYork Aug. 29, 10 A.M. St. Louis Sept. 9, 10 A.M.

RED STAR LINE NEW YORK-ANTWERP-PARIS. Finland Aug. 15, 10 A.M. | Kroonland Aug. 29,10A.M Vaderland, Aug. 22,10A.M | Zeeland, Sept. 5, 10 A.M Piers 14 and 15, N. R. Office, 73 Broadway, N. Y

NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.

PLYMOUTH CHERBOURG BREMEN.

K Wm.H. Aug. 25, 739 AM | K. Wm. H. Sept. 22, 639 AM Kalser...Sept. 19, 10 AM | Kalser...Sept. 29, 10 AW Kronprinz, Sept. 5, 300 AM | Kronprinz, Oct. 6, 4 PM OELRICHS & CO., 5 BROADWAY, N. Y.

From Piers 51 and 52, North River. Etruria .. Aug. 15, 10 A.M. | Umbria Aug. 29, 10 A.M. Campania Aug. 22, 3 P.M. | Lucania .. Sept. 5, 2 P.M. EXTRA TUESDAY SERVICE. Aurania Aug. 15, 1 P.M — Carpathia, Sept. 1, 1 P. M



ANCHOR LINE Glasgow and Londonderry. Astoria Aug. 15, noon | Ethiopia Aug. 29, noon Columbia, Aug. 22, 9A.M. | Anchoria Sept. 5, noon Frst salcon, \$50 to \$100.

Second cabin, \$35 and up third class \$26 and up. For new litustrated book of Fours apply to HENOERSON BROTHERS, It and 19 B way, N. Y.

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Palatilal Steamers "New York" and "Albany" of the Hudson River Day line, fastest and finest river boats in the world.

Leave Brooklyn, Fulton St. (by Annex). 8000 A. M.

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"West 129th St. 9.00 A. M.

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Landing at Yonkers, West Point, Newburgh, Poughkeepsle, Kingston Foint, Catskill, Hudson, and Albany, Daily, except Sunday. Special trains to Catskill Min. resorts and Saratoga, and easy connections to all points, East, North and West. Through tikekes and bargage checked at offices of N. Y. Transfer Co. Most delightful one day outings to West Point, Newburgh or Poughkeepste, returning on down bont. Restaurant opens at 7 A.M. MUSIC.

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PEOPLE'S LINE FOR ALBANY.

ADIRONDACK OR DEAN RICHMOND
leaves Pier 32, N. R., foot Canal St., at 8 P. M.,
week days, connecting with capress trains for SUMMER RESORTS North, East and West. Saturday
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CREEK and steamer on LAKE GEORGE. Summer
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HARTFORD LINE Mesaba. Aug. 15, 9 A. M. | Min'polis, Aug. 29, 10 A. M. | Minnetonia, Aug. 25, 5 AM | Minnetonia, Aug. 27, 5 AM | Minnehala, Sept. 5, 14 P.M. | Only first-class passengers carried.

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Steamers PRISCILLA and PURITAN. Orchestra
on each. Leave Pier 19, N. R., foot Warren St.
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North and East. Steamers PLYMOUTH and CONNECTICUT. Orchestra on each. Leave Pier 18,
N. R., foot Murray St., week days only at 0 P. M.
STONINGTON LINE for Stonington, Waich Hill,
Narragansett Pier, Boston and East. Steamers
MAINE and NEW HAMPSHIRE. Leave Pier 40,
N. R., foot Clarkson St., week days only at 6 P. M.
NORWICH LINE for New London, Fisher's Island,
Block Island, Norwich, Worcester, Boston, North
and East. Steamers CITY OF LOWELL and CITY
OF WORCESTER. Leave Pier 40, N. R., foot Clarkson St., week days only, at 5:30 P. M.
NEW HAVEN LINE for New Haven, Hartford,
Springfield and North. Week days Steamer RICHARD PECK leaves Pier 40, N. R., 2:00 P. M.; foot
sits St., E. R., 3:00 P. M. Steamer CHESTER W.
CHAPIN leaves Pier 40, N. R., 12:00 midnight.
Sundays, Steamer RICHARD PECK leaves Pier
40, N. R., 9:39 A. M., foot 31st St., E. R., 10:15 A. M.,
returning due New York, 5:00 P. M.
TICKETS AND STATEROOMS all Lines at 167,
261, 678, 1185, 1354 Broadway, 3 Park Place, 25 Union
Square, 246 Columbus avenue, 273 W. 125th Steet,
158 E. 125th Street, New York; 4 Court, 50 Pulton
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NEWYORK

THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:
North and westbound trains, except those leaving Grand Central Station at 8:30, 11:30 A.M., 2:45, 3:30, 9:15, 11:30 P. M., will stop at 1:30th street to receive passengers ten minutes after leaving Grand Central Station.

All southbound trains except the "20th Century" and the "Empire State Express" and Nos. 36 and 66 will stop at 125th st. ten minutes before their arriving time at Grand Central Station. 12.10 A. M.—IMIDNIGHT EXPRESS.—Due Albany 5.35 A. M., Troy 630 A. M.
7.50 A. M.—IADIRONDACK, THOUSAND ISLANDS AND MONTRACL SPECIAL.
7.54 A. M.—ISTRACUSE LOCAL—Stops at all important stations. 7.54 A. M.—'SYRACU'SE LOCAL—Stops at all important stations
A. M.—'EMPIRE STATE EXPRESS.—
Most famous train in the world. Due Buffalo 445, Niagara Falls 5:31 P. M.

8.45 Due Buffalo 7:10, Niagara Falls 8:07.

9.40 A. M.—'FAST MAIL.—24 hours to Chleago. Due Buffalo 7:10, Niagara Falls 8:07.

9.40 SPECIAL.

10.30 A. M.—'DAY EXPRESS.—Makes local stops. Due Buffalo 1:15 A. M.

11.30 A. M.—'RUTLAND EXPRESS.—Due Rutland 7:45 P. M.

12.50 P. M.—'SOUTHWESTERN LIMITED.—Due Chichmat 10:30, Indianapolis 11:30 A. M., St. Louis 6:45 P. M. next day.

1.00 P. M.—'SCHICAGO LIMITED.—24 hours to Chleago via Lake Shore, 24½ via M. C.

1.50 M.— SARATOGA LIMITED.—Saturday.

1.00 to Chicago via Lake Shore, 24% via M. C.
1.50 P. M.—SARATOGA LIMITED.—Saturday only. Due Saratoga 3:30 P. M.
2.45 P.M.—The 20th CENTURY LIMITED."
—20-hour train to Chicago via Lake Shore. Electric lights and fans.
3.20 P. M.—SARATOGA LIMITED.—Except Saturday and Sunday; due Saratoga 7:10 aturday and Sunday; due Saratoga 7:1 M. TALBANY AND TROY FLYER. Due Albany 6:40, Troy 7:05 P. M. P. M.—*ALBANY AND TROY EXPRESS 3.40 -Local stops.

M.—*DETROIT, GRAND RAPIDS and HICAGO SPECIAL.

M.—*LAKE SHORE LIMITED.—2314 5.30 P. M.—'LARE SHORE LIMITED.-23'2 hour train to Chicago. All Pulmanears. Due Cleveland 7:05 A. M., Cincinnati 1:30, Indianapolis 3:10, Chicago 4:00, St. Louis 9:45 P. M. next day.
6.00 P. M.—'WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C.
7.00 P. M.—"MONTREAL EXPRESS.—Via D. & H. or Rutland.
7.30 P.M.—'ADJIRONDACK AND MONTREAL

7.30 P.M.—ADJRONDACK AND MONTREAL

8.00 P. M.—BIFFALO, THOUSAND ISLANDS AND TORONTO SPECIAL

9.15 Seeping car only for Rochester.

9.20 P.M.—SPECIAL MAIL LIMITED.—
Sleeping car only for Rochester.

9.30 P.M.—SPECIFIC ENPRESS.—Chicago at hours by Michigan Central, 33 hours by Michigan Central, 33 hours by Lake Shore.

11.30 P. M.—CHICAGO THEATRE TRAIN.—
Cape Vincent, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis

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HARLEM DIVISION. Pittisheit and Aotta 2000 A. M.
Pullman cars on all through trains.
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BOSTON AND ALBANY RAILROAD. New York Central and Hudson River R. R. Lessee.)
Trains leave Grand Central Station, Fourth
venue and 42d street, New York, as follows:
(9:04 A. M., 112:00 hoon, "4:0) P. M., "11:00 P. M.,
rrive Boston 3:30 P. M., 5:40 P. M., 10:00 P. M.,
15-5 A. M. A. M.
 Leave Boston *9:00 A. M., †12:00 noon, *4:00 P. M.,
 1:00 P. M., arrive at New York 3:30 P. M., 5:10 P. M.
 1:00 P. M., 6:14 A. M.
 Tickets at New York Central ticket offices, 167, 415

and 1216 Broadway and at Grand Central Station.
A. H. SMITH, GEORGE H. DANIELS,
Gen'l Manager. Gen'l Pass'r Agent. WEST SHORE RAILROAD

(New York Central and Hudson river R. R., Lessee.)
Trains leave Franklin St. Station, New York, as follows, and 15 min, lister foot West 42d st., N. R. 7:10 A. M.—For interm. points to Albany.
9:40 A. M.—(1) Catskill M'tin Express.
11:20 A. M.—(2) Saratoga and Mohawk Express.
11:20 A. M.—(2) Saratoga and Mohawk Express.
11:20 A. M.—(3) Bip Van Winkle Flyer.
12:30 P. M.—Gon, Lim. for Det., Chi. & St. Louis.
12:32 P. M.—(4) Itser Express to Catskill M'tins.
13:45 P. M.—(4) For Hudson River points & Albany.
13:46 P. M.—(4) For Hudson River points & Albany.
13:46 P. M.—For. Roch., Buffalo, Clevel'd & Chicago.
18:00 P. M.—For Roch., Buffalo, Clevel'd & Chicago.
18:00 P. M.—For Roch., Buffalo, Clevel'd & Chicago.
18:00 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:13 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:14 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:15 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:16 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:17 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:18 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:18 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:19 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:19 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:19 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:19 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:11 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:11 P. M.—For Syra, Roch., Niag. Falls, Det. & Chicago.
19:12 P. M.—10:12 P. M., All P. M., P. M.

New York and Boston All Rail.

N. Y., N. H. & H. R. R. and connections.

From Giand Central Station.

Leave By Way of Due
9:000 A.M. Hartford and Willimantic.
9:000 A.M. Springfield and Worcester, 3:30 P.M.
10:000 A.M. Springfield and Worcester, 3:30 P.M.
10:000 A.M. New London and Providence, 4:300 P.M.
11:000 M. Springfield and Worcester, 5:40 P.M.
11:000 P.M. New London and Providence, 6:500 P.M.
11:000 P.M. New London and Providence, 6:500 P.M.
21:000 P.M. New London and Providence, 6:500 P.M.
21:000 P.M. New London and Providence, 1:500 P.M.
21:000 P.M. New London and Providence, 6:57 A.M.
22:000 P.M. New London and Providence, 6:500 P.M.
22:000 P.M. New Through parlor and some hours and by same ror Return service same hours and by same ror C. T. HEMPNIEAD Gen. Pass. Agent.

Lackawanna Railroad. Leave New York, foot Barclay and Christophe:

Sts.

18:00 A. M.—For Binghamton and Syracuse.

18:00 A. M.—For Buffalo, Chicago and St. Louts.

18:140 P. M.—For Buffalo and Chicago.

18:140 P. M.—Porono Mountain Special.

18:00 P. M.—For Buffalo and Chicago.

18:00 P. M.—For Buffalo and Chicago.

18:05 P. M.—Utlea, Oswego, Ithaca, Buffalo,

19:06 A. M.—For Chicago—Sleepers open 9 P. M.

Tickets at 167, 429, 1183 Broadway, N. Y.; 338

Fulton st., Brooklyn. *Daily. †Except Sunday.

xThursdays, Fridays and Saturdays.

NEW YORK, ONTARIO & WESTERN RY.

STAIL AS 1001 Of WEST TWENTY THIRD STREET and DESBROSSES and CORTLAND !

Cortiand: Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted. 7:55 A. M. FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and 9:55 A. M. ST. LOUIS LIMITED. — Pullman Sleep ing, Smoking and Observation Cass. Cincinnati Indianapolis, St. Louis. Dining Car. 10:25 A. M. PENNSYLVANIA LIMITED — Pull man Siecoling, Dining, Smoking and Observation Compartment Cars. For Chicago, Cieveland, Toldeo and Detroit. 1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS. —For Toledo, Nashville (via Cincinnat) and Louis-ville), Indianapolis, Chicago, St. Louis. Dining Car. 4:55 P. M. CHICAGO LIMITED.—Pullman Sleep A. C. Filcand Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.
 B. M. ST. LOUIS EXPRESS.—For Pittaburg, Clucimati, Indianapolis, Louisville, St. Louis, Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).
 B. D. M. WESTERN EXPRESS.—For Cheago.

For Toledo, except Saturday. Dining Car.
7:55 P. M. PACIFIC EXPRESS.—For Pittsburg
and Chienco. For Knoxylle, daily, via Shanandoah Valley Route. Connects for Cleveland,
except. Section 1988. except Saturday.

5:25 P. M. CLEVELAND AND CINCINNATI EX-PRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis and St. Louis. WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.

7:55, 8:25, 9:25 (Dining Car), 10:10 (Desbrosses and Cortlandt streets, 10:20), (Dining Car), 10:55 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 "Congressional Limited," all Parlor and Dining Cars), 3:25 (Dining Car), 4:25 (Dining night daily.
ATLANTIC COAST LINE.-Express, 9:25 a. m. and 9:25 p. m. dally. SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE AND OHIO RAILWAY.—7:55 a.m.

week days and 4:55 p. m. dally. FOR OLD POINT COMFORT AND NORFOLK.-ATLANTIC CURFORT AND NORFOLK.—
7:55 a. m. week days and 8:55 p. m. daily.
ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week
days. Sundays, 7:55 a. m. Through Vestibuled
Trains, Buffet Parlor Cars and Standard Coaches
on week days. Parlor, Smoking Car, Parlor
Cars, Dining Car and Standard Coaches on
Sundays. Trains, Buffet Parlor Cars and Standard Coaches on week days. Parlor, Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week days.

For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 7:40, 8:55 a. m., 12:10, 1:10 (Saturdays only), 2:23, 2:55, 3:25, 4:10, 4:55 and 6:55 p. m. week days. Sundays, 7:35, 9:25 a. m., 4:55 p. m. (from Desbrosses and Cortlandt Streets), 7:50, 9:90 a. m., 1:20, 1:20 (Saturdays only), 2:30, 3:10, 3:40, 4:20, 5:10 and 7:90 p. m. week days. Sundays, 8:15, 0:45 a. m., 5:05 p. m. From Desbrosses Street only, 3:30 a. m., Cortlandt Street only, 3:35 a. m. week days.

FOR PHILADELPHIA. 5:05, 7:25, 7:55, 7:55 (Dining Car), 8:25, 8:55, 9:25 (Din-ing Car), (9:55 St. Louis Limited), 10:10 (Desbrosfor Germantown Jct. only), 4:55 (Dining Car), 5:55 (Dining Car), 7:55, 8:25, 8:55, 9:25 p. m., 12:10 5-55 (Dining Car), 7:55, 8:25, 8:35, 9:25 p. m., 12:10 nlght.
Ticket offices, Nos. 461, 1354, 113 and 261 Broadway, 182 Fifth avenue (below 23d St.), 263 Fifth avenue (corner 23th St.), 1 Astor House, West Twenty-third Street Station and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 360 Broadway, and Pennsylvania Annex Station, Broadway, and Pennsylvania Annex Station, Broadway, and Court, The New York Transfer Company will call for and check baggage from hotel and residences through to destination. eall for and cheek baggags denes through 10 destination. denes through 10 destination. delephone "914 Eighteenth Street" for Pennsylvania Railroad Cab Service.

R. W. ATTERBURY,
General Manager.
GEO. W. BOYD,
General Passenger Agent.
6-27-1993.

READING SYSTEM NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry itime from South Ferry five minutes earlier than shown WILKESBARRE AND SCRANTON-24:00, 9:1 A. M., 5,99 P. M. Sundays, 24,25 A. M., 130 P. M. LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT - 2490, 940 A. M., 130 (3,0) Lakewood and Lakeharst only), 4,30 P. M. Sun-ATLANTIC CITY - 19:40 A. M., 18:40 P. M. (1:0) 9:08 A. M. and 3:35 P. M. daily, except Sunday to utsafield and North Adams; Saturdays only, 2:46 Y. M. Saturdays; P. M. Sunday at 9:30 A. M. 13:40 P. M. 11:30 P 1.39 P. M.
LONG BRANCH, ASBURY PARK, OCEAN GROVE POINT FLEASANT AND SEASHORE POINTS—21:09, 8:30, 11:30 A. M. (1): Saturdays only 2:15, 2:30, 3:33, 4:45, 5:30, 0:3) (11:30 Wednesdays to Asbury Park and Saturdays to Point Pleasant) P. M., Sundays, except days to Point Pleasanty P. M., Sundays, except Ocean Grove, 9:15 A. M., 1:30, 4:09 P. M., PHILADELPHIA — (READING TERMINAL) - 2*4*25, 77:09, 78:50, 99:00, 710:00, 711:00, A. M., 712:00, 71:00, 61:30, 12:00, 73:00, 74:00, 75:00, 16:00, 77:30, 50:00 P. M., 72:15 Mdt. 24TH A.5D CHESTNUT STREETS—\$4:25, 78:30, 710:30, 71:45 A. M., 71:00, 173:10, 75:00, 77:00, 79:25 P. M., 712:55 Mdt. READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—14:300, 74:25, 78:30, 712:30 P. M., Reading only), 1\$1:00, **11:20, 712:00 P. M., Reading, Pottsville and Harrisbur; only, 75:00 P. M., SANDY HOOK ROUTE—From for Parallel States of Parallel States on the Parallel States of Parallel States on the Parallel States of Parallel States on the Parallel States on the Parallel States on the Parallel States of Parallel States on the Parallel States on the Parallel States of Parallel States on the Parallel St **200 P. M. Reading, Pottsville and Harrisbur;
only **4,20, 15.00 P. M.

SANDY HOOK ROUTE.—From ft. Rector St.,
Pler S. Atlantle Highlands, Seabright. Monmouth Beach and Long Branch. Asbury Park,
Point Pleasant, 19.00, 19.00, 11.90 A. M., 1.09, 2.04,
5.00, 5.00, 6.00, 6.50 Asbury Park, P. M. Sundays,
10.00 A. M., 1.09, 1.90, 8.00 P. M. Sundays,
10.00 A. M., 1.09, 1.90, 8.00 P. M. Sundays,
Prom Liberty Street only. *Daily *Daily except Sunday *\$Sunday only. 1Parlor Cats only
Via Taoraqua. XSaturdays.
Offices: Liberty St. Ferry, South Ferry, 6 AstoHouse, 167, 261, 434, 4309, 1354 Broadway, 182 5t.
Av., 25 1 nion Square West, 153 East 125th St., 27
West 125th St., 245 Columbus Av., New York: 4 Court
St., 344, 860 Fullon St., Brooklyn, 350 Broadway,
Williamsburg. New York Transfer Co. calls for
and checks baggage to destination.
W. G. BESLER.
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MORE AND OHIO R. R.
Lave South Ferry, Liberty St. Ferry,
Balto.-Washington 18:25 AM 18:30 AM Buffer,
Balto.-Washington 10:25 AM 10:30 AM Dince
Balto.-Washington 11:25 AM 11:45 AM Dince
Balto.-Washington 12:55 PM 11:45 AM Dince
"Royal Limited" 13:35 PM 18:40 PM Dince
Halto.-Washington 18:55 PM 18:40 PM Dince
Halto.-Washington 18:55 PM 18:40 PM Dince
Balto.-Washington 18:50 PM 18:50 PM 18:50 PM
Balto.-Washington 18:50 PM 18:50 PM 18:50 PM
Balto.-Washington 18:55 PM
Balto.-Wa

BALTIMORE & OHIO RAILROAD.

Liv. New York City. South Ferry. Liberty St.
Chicago, Pittsburg., "12:30 nt. "12:55 nt.
Chicago, Columbus., "12:35 pm. "1:99 pm. DinePittsburg. Cleveland "5:35 pm. "1:99 pm. DinePittsburg I initied" "6:35 pm. "1:90 pm. Lim't
Cincinnati, St. Louis "12:35 pm. "1:30 pm. Lim't
Cincinnati, St. Louis "6:35 pm. "1:30 pm. Bufel
Cincinnati, St. Louis "6:35 pm. "7:30 pm. Bucel
Norfolk. "12:35 pm. "1:30 pm. Bucel
Norfolk. "12:35 pm. "1:30 pm. Bucel
Offices: 167, 260 431, 1390 Broachyax, 6 Astor House.
25 Cholon Square W. 230 Grand St., N. 3:35 Fullous.
25 Cholon Square W. 230 Grand St., N. 3:35 Fullous.
Street, Brooklyn: South Ferry and Liberty Street.
Bargage checked from hotel or rest lence to desiins
10:01.

LEHICH VALLEY. Foot of West 23d A. Cortlandt and Desbrosses Sta P. Daily t Except Sunday. Sunday changes dis. 5. e8.00. n5.25. xo.15

Mauch Chunk Local THE HIFFALO THAIS

1 Tickets and Puliman accommodations at 167, 261, 262, 263, 124 and 384 Broadway, 182 5th Are, 25 Union Square West, 245 CCu Dus Ave. N. Y. 180 Fullon St., 4 Court St., 380 Broadway, and Ft. Fullon St., Broadway, Broa

Catskill Mountains.

Lvs. Franklin St.

Lvs. W. 42d St.

33:5 A. M... Way Train... 3.30 A. M.

7:45 A. M. Day Express to Oswego. 8:00 A. M.

9:05 A. M. Liberty Express ... 9:15 A. M.

11:40 A. M. Liberty Special. 12:00 Noon

12:00 Noon. Express to Norwich. 12:15 P. M.

12:45 P. M. Saturdays to Rockland. 1:00 P. M.

3:00 P. M. Ellenville and Kingston. 3:15 P. M.

3:25 P. M. Express to Rockland. 3:45 P. M.

3:26 P. M. Western Express. 6:00 P. M.

5-saturdays only. 1 Daily.

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